BOSCH

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BMW ME9.2.1 N62
11-204 / 718A560B; 0 functional
frame (in progress)

BBKHZ 29.40.0

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Catalyst heating abort (B_khab = 1) occurs when the maximum intake air mass MLKHMX is debounced, in the event of an error in the main load signal E_lm, in the event of an error in the engine and intake air temperature sensor E_tm, E_ta or if the permissible catalyst heating duration TKHMX is exceeded. (In the case of secondary air systems, this corresponds to the permissible duty cycle of the secondary air pump.) The termination condition B_slpoff = 1 from% SLS also aborts cat heating (optional: depending on CWKHZ.6). This is suppressed by setting the code word CWKHZ2 bit 0. If the catalytic converter is interrupted, the percentage of heating progress is frozen in the imlpr. The cooling system interventions are limited by the regulation factor fkhab with the time constant ZKHABB. When the threshold FKHABMN is reached, the cat heating function is ended (B_kh = 0). With uninterrupted idling since the engine start, the catalytic converter heating is also ended after the time TKHLL has been reached. In vehicles with a fully variable valve train (VVT), if the code word CWSLS2 Bit1 is set, the catalytic converter heating is aborted if a serious VVT error is indicated via the variable B_dvvtobd = 1.

Keep catalyst
warm: When the catalyst is warm, depending on the catalyst temperature tkatm, after the temperature threshold TKATW has been exceeded once, the "Keep catalyst warm, temporarily" mode (B_kw = 1) can be applied. For this purpose, between TKATMN and   TKATMN + DTKATMN the set speed nllkh from NLLKHM also increased at higher engine temperatures. The speed increase with engaged gear nfskh is specified by the characteristic curve NFSKHM. (Caution: In vehicles with automatic transmissions, the speed increase in NFSKHM must be applied carefully in order not to cause the vehicle to roll away unintentionally, e.g. if the parking brake is insufficiently applied.) In addition, a separate torque reserve from KFKWTMP can be activated to increase the power loss in the exhaust system .

Secondary air adaptation / short
trip: The secondary air adaptation phase or the short test is requested by B_dsla from the secondary air diagnosis or B_fasla from% SLS. In the lambda preset BFLAKH, the evaluation factor flamkh is then switched to 1, ie lambda catalytic converter preset lamkh in% LAKH . The speed specification NLLKT is also switched by B_fasla from the tester request.

Note:
The bit B_khlle is also generated outside of catalytic converter heating, but is only significant during catalytic converter heating (B_kh = 1). The bit B_trkh is used to request the accelerated lambda probe heating. Depending on the probe installation position and the amount of condensate, the bit B_trkh can be linked to Katheizen by CWKHZ.0, otherwise it is canceled by leaving idle, inserting a drive, etc.